UTAH DEPARTMENT OF ENVIRONMENTAL QUALITY

Utah Clean School Bus Project: FAQ

December 17, 2008

How is the school bus retrofit project funded?
Funding sources include: EPA, Clean Fuel Vehicles Grant and Loan Program, Utah Department of Environmental Quality as appropriated by House Bill 146 (2008) and Congestion Mitigation Air Quality (CMAQ) funds.

Does retrofitting a bus cause a decline in fuel economy? No. Fuel economy can be reduced if the filters in the closed crank ventilation (CCV) filters are not replaced on schedule however.

Are schools required to contribute to the project? Districts are not required to contribute funds to the project, though they are required to provide an in kind match- typically in the form of bus technicians overseeing the installation in order to make future maintenance easier.

Which technologies were selected for the project?
Diesel oxidation catalysts (DOC) and closed crank ventilation (CCV) systems were selected. Refer to the EPA FAQ for details on they work.

How much do the DOCs and CCVs cost?
$1700 is the total cost per bus for both devices and installation.

How much pollution do the devices remove? The devices remove three types of pollution: particulate matter (PM), hydrocarbons (HC), and carbon monoxide (CO).

Reductions for the 258 buses in Phase One, per pollutant (as noted in tons):

Pollutant	Yearly Reduction	Lifetime Reduction	% of total bus emissions
PM	0.73	9.97	25%
HC	3.94	53.7	40%
CO	16.53	225.3	30%

These reductions can play an important role in reducing air pollution and helping nonattainment areas meet the National Ambient Air Quality Standards.

What is the timeline of the project: The overall project will be broken up into several phases. Phase One begins in December 2008, phases Two and Three will begin in early 2009, and Phase Four, the last phase, is anticipated to begin in September of 2009.

What year, make, and model of school buses qualify for the retrofits?
All makes and models built between the years of 1993-2006 are eligible for this project.